

FLORIDA HIGHWAYS

Vol. V

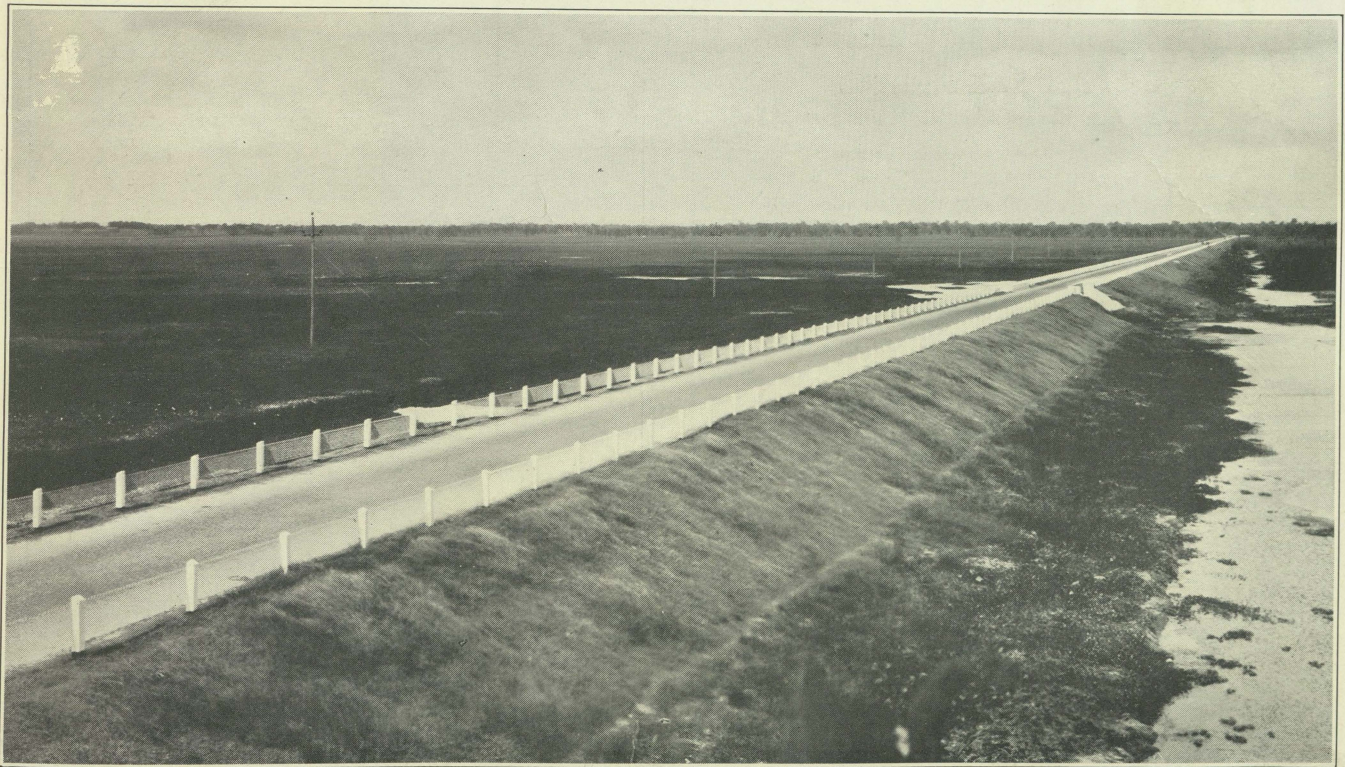
JANUARY, 1928

No. 1

Published by the State Road Department

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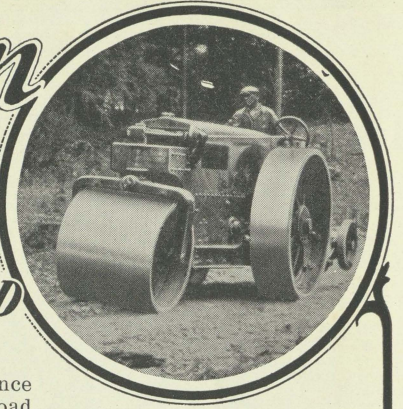
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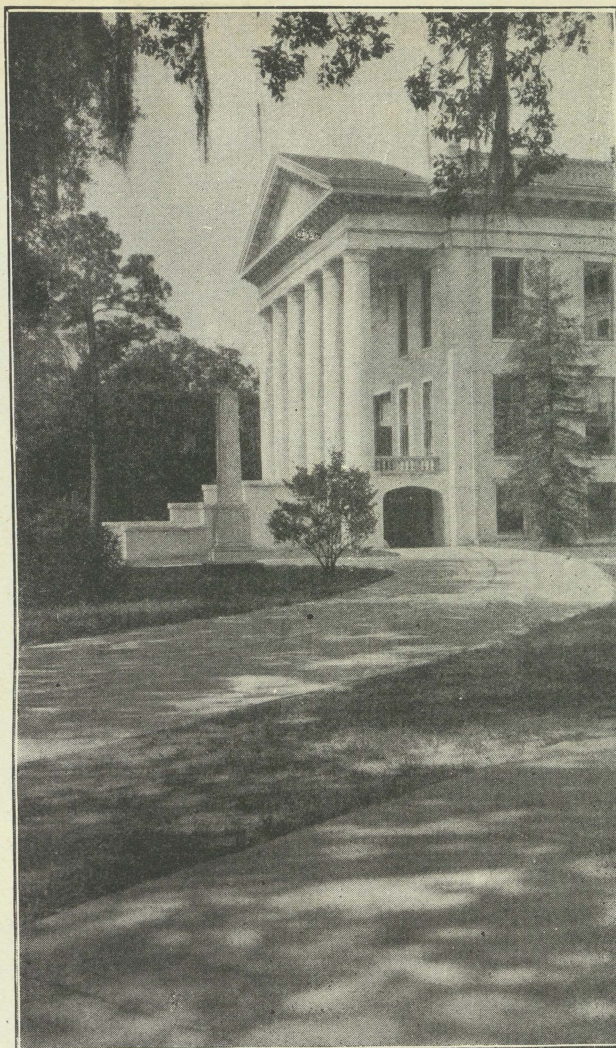
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Sales Offices in Tampa and Miami

F L O R I D A

Vol. V
No. 1



H I G H W A Y S

JANUARY,
1928

Progress of Road Construction in Florida in 1927

EVEN at this date it is not possible to review in absolute detail the accomplishments of the State Road Department during the year 1927. Reports are still coming into the office and are being analyzed and compiled, but the record is already sufficiently clear to justify the gratifying announcement that the accomplishments of the year just closed make it the banner period in the history of the State Road Department.

Figures, as a rule, tell the story, but before presenting cold statistics we desire to call attention to some of the major projects which have been completed in 1927, confining the same, in the main, to the rapid strides which have been made towards completing the primary and Federal systems of roads in the State. To do this, it seems logical to take up the roads in numerical order and to enumerate the outstanding achievements on each.

Road No. 1.

During the year 1927, the Department has closed all the gaps in the paving of Road No. 1 between Jacksonville and Tallahassee, with the exception of the five-mile stretch between the Aucilla River and Greenville, which is at the present time under construction, the grade having been just completed. West of Tallahassee, the Department has surface-treated the road from the Apalachicola River continuously to West-

ville, and from Argyle continuously to the end of the brick road six miles east of Milton. Similar treatment has been applied to the six miles between Pace and the west approach of the Escambia Bay fill. The net result is that it is possible to drive now from Pensacola to Jacksonville in entire comfort over a road which is paved for 312 miles of the entire distance of 386.

Road No. 2.

Completed stretches on State Road No. 2, include that section from Leesburg to Dead River, seven miles. In addition the Department in 1927 completed the grading between Plymouth and Orlando, and has paved the road from Zolfo Springs to Brownsville. It will be recalled that there is a standard State paving on this road from the Georgia State line to Silver Lake Forks, in Lake County. The pavement begins again at Mount Dora and extends to Orlando, the stretch between Plymouth and Orlando being county pavement which is to be replaced with a State paved road. There is a standard State pavement from Zolfo Springs through Arcadia to Camp Carlstrom, at which point there begins a standard grade with marl surface which continues to the Lee County Line. From the Lee County line to the Caloosahatchee River (Fort Myers) there is a county pavement. From Leesburg South to Groveland there is a stand-



Project 666, Road 6, Jackson County, Surface-Treated Sand-Clay

ard State pavement, from which point to the Lake County line, the road is under construction by the State.

Road No. 3.

During the year 1927, the State completed the construction of the concrete and steel bridge across the St. Mary's River between Georgia and Florida, on Road No. 3, at a cost of approximately \$200,000. In addition it completed the pavement from Duval County to the Nassau River. It has also practically completed the great bridges across Doctor's Lake and Black Creek, in Clay County, and has fully completed the paving of the road between Sanford and Maitland. As a result, Road 3 is entirely paved from the Georgia line to Maitland with the exception of four miles north of Palatka.

Road No. 4.

During the year just closed, the Department completed the paving of State Road No. 4 between the Broward County line and Miami, with the exception of the approaches to Biscayne Canal and Little River bridges. In addition, it has completed the paving of this road between West Palm Beach and Jupiter, together with the bridges across East Coast Canal and Loxahatchie River. The net result of the year's work is that all gaps have been closed and that there is a continuous paved road between the Georgia State line and Miami, all of which is State standard paving with the exception of that portion through Duval County, between Korona and Port Orange, between Stuart and Jupiter, and between West Palm Beach and the Dade County line, which is all county pavement. From Stuart to Jupiter the State has under construction a new road, which is true also of the sector between Delray and the Dania Canal.

Road No. 5.

The State Road Department completed, in 1927, the paving of State Road No. 5 in the Archer District between High Springs and the Levy County line, a distance of about 25 miles. In this period it also completed the overhead crossing and paving at Dunnellon. It has also completed the paving of that stretch of the road between Floral City and Brooksville, approximately seventeen miles. Between Sarasota and Venice the pavement has likewise been completed with the exception of those gaps covered by the bridges over Phillipi Creek, Shaket Creek, Venice Bay and Hatchet Creek, which are under construction. In addition it has completed the paving between Punta Gorda and Caloosahatchee River (Fort Myers.) As a result the road is paved from High Springs to Fort Myers with a standard State construction except in three places. There is county pavement across Levy and Hillsborough Counties, the only State paving in the latter county being that between Six-Mile Creek and Riverview. The other stretch of county pavement between Venice and Myakka River is being replaced with State construction, which will replace the present road through Englewood.

Road No. 6.

During the year 1927, the Department has placed a surface treatment on that section of State Road No. 6 between Marianna and the Alabama State line, being the portion of said road which is included in the Federal Seven Per Cent System.

Road No. 7.

Nothing has been done by the State on Road No. 7 during the year just past, it having already been constructed in its entirety with a standard concrete pavement.

Road No. 8.

In the year 1927, the Department completed the shoulder work on Road No. 8 in Polk County, from Haines City to Lake Hamilton and beyond. This road is paved from Haines City to Fort Pierce, that section between Haines City and Frostproof and the section between Avon Park and Lake Stearns being county pavement. The remainder is standard State pavement to within eight miles of Fort Pierce, where there is encountered again a stretch of county-built pavement.

Road No. 9.

The State has no program with respect to Road 9 during the year 1927, the same having been thereto-



Project 59, Road 1, Entering Monticello from the East.

fore built by the State as a standard surface-treated lime rock base.

Road No. 10.

On State Road No. 10, the Department during the year 1927 completed the surfacing of that portion between the Ocklocknee River and Carrabelle. In addition it has practically completed the grading of the road between Carrabelle and East Point. The same is true of the grade between Port St. Joe and Panama City. In addition, it has put under construction on this road, bridges over East and West Bays, St. Andrews Bay, which will cost when completed in the neighborhood of two million dollars. Between Tallahassee and the Georgia State line, the road had already been completed as a standard sand clay project.

Road No. 13.

On State Road No. 13, between the Archer District line and Bronson, a distance of approximately seven miles, the State, during the past year, completed the surfacing. In addition it completed the grading of the road between Bronson and Otter Creek, a distance of eight or ten miles, and also between Sumner and Cedar Keys, about twelve miles. The grade between Otter Creek and Sumner has likewise been practically completed between Otter Creek and Sumner as well as between the Archer District line and the Gainesville District line. It is well to remark that this road between Baldwin and Gainesville is wholly paved, the paving in Alachua County being of county construction and the remainder standard State paving.

Road No. 14.

On State Road No. 14, the State Road Department last year completed the surfacing between Palatka and the Alachua County line. The remainder of this stretch is under construction and that portion between Palatka and Road 4 has not yet been located.

Road No. 18.

During the year 1927, the State Road Department has completed the construction of a paved road on State Road No. 18, between Dorr Field and Lake Annie, at which latter point it connects with State Road No. 8, already referred to.

Road No. 19.

On State Road No. 19, during 1927, the State has completed the grade between Tallahassee and the Madison County line. In addition, it has completed the surfacing of the stretches between Steinhatchie River and Cross City and between the Suwannee River and the Marion County line east of Williston. It has likewise finished the construction of the overhead crossing of the A. C. L. Railroad in Leon County and the two considerable bridges over Little Burnt Mill Creek and Big Burnt Mill Creek. The road is under construction between Tallahassee and Perry, with county pavement from Perry to Steinhatchie River. It is also being constructed, under State supervision, from the Levy County line to Ocala.

Road No. 27 (Tamiami Trail)

At the end of 1927, of the distance of ninety-five miles of State Road No. 27 (Tamiami Trail) between Naples and Miami, the Department has completed fully seventy miles. The work is progressing satisfactorily, and the entire trail will be fully completed and opened to traffic by May 1 of the present year. The present status of the road may be briefly stated thus: Paved county road from Fort Myers to Bonita Springs. Bonita Springs to Naples, rock county road, State planning to rebuild. Naples to Miami about 75% complete in accordance with State specifications, and the balance under construction by the State.

The Statistics.

Turning now from specific instances, we come to the figures which represent the work of the Department in 1927.



Florida Highways

Published Monthly

Official Publication of the State Road Department

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B. A. Meginniss, Attorney for the Department,
Editor and Business Manager.

Volume V

January, 1928

Number 1

Between January 1 and December 31, 1927, the De-
partment has let contracts as follows:

	Miles	
Grading	354.65	\$2,866,231.27
Rock base, surface-treated...	236.64	3,580,584.75
Bituminous concrete.....	25.1	744,678.90
Sheet Asphalt.....	35.9	1,021,242.85
Bituminous macadam.....	20.5	565,334.28
Plain cement concrete.....	52.41	1,663,557.29
Bridges, 22,371 feet.....		3,515,353.85

Total contracts\$13,926,983.25

An addition of the road mileage listed above shows
that this represents contracts for 725.1 miles. This
comprises the work which has been put under con-
struction during the year just closed.

As of October 31st, 1927, the Department had com-
pleted the following:

	Miles.
Concrete	105.05
Bituminous concrete	22.49
Sheet asphalt	15.51
Rock base	238.61
Sand clay	11.72
Bituminous macadam	11.15

Total 404.53

In the month of October the Department built ap-
proximately 39 miles of road and it is expected that
the figures for November and December will equal
October, which would give a total for the year of 482
miles of road constructed during the year. We have
not yet the figures available as to the number of feet
of bridges constructed during the period, but the
Office Engineer advises us from his knowledge of the
work, that he estimates the same to be from fifteen to
eighteen thousand feet.

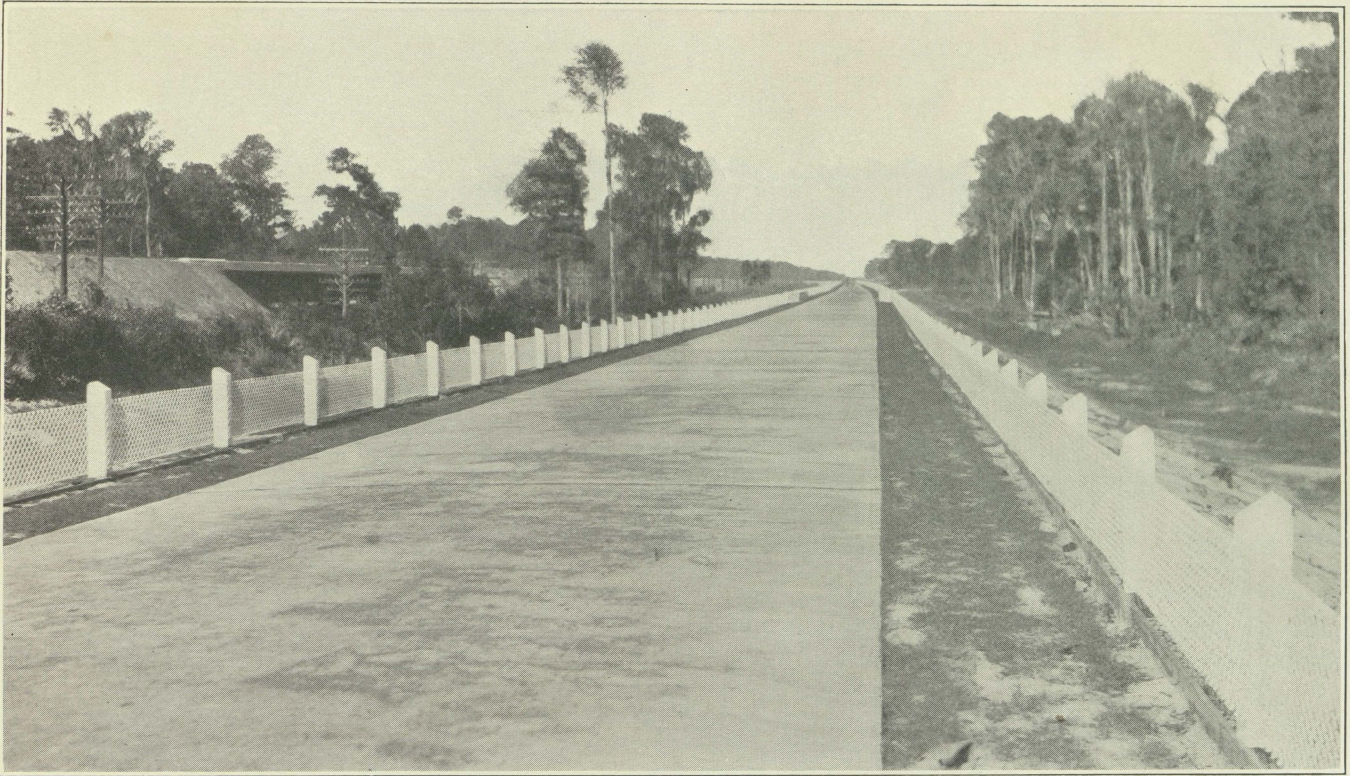
The expenditures of the Department, including con-
struction, maintenance and administration, up to De-
cember 31st, amounted to \$21,978,619.52.

Florida's Position.

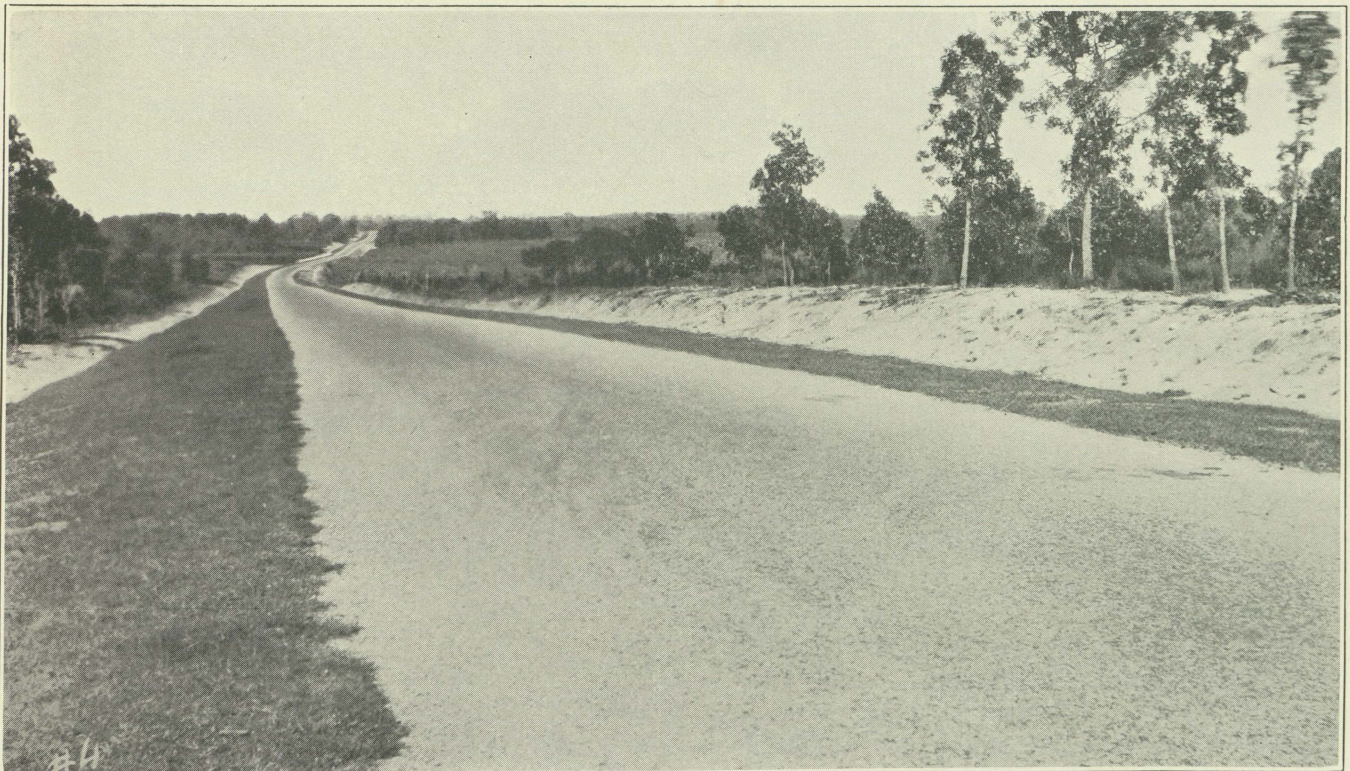
Perhaps it has no real place in such a discussion as
we are here attempting, but it is none the less interest-
ing, we think, to state that in the Eighth District of
the Bureau of Public Roads, which comprises the
States of Alabama, Florida, Georgia, Mississippi,
South Carolina, Tennessee and Louisiana (seven
States), Florida has 48% of all the hard-surfaced
roads. This, we believe, in a word testifies to the ex-
cellent showing which our State has made and the
progress it is making in road construction.

Conclusion.

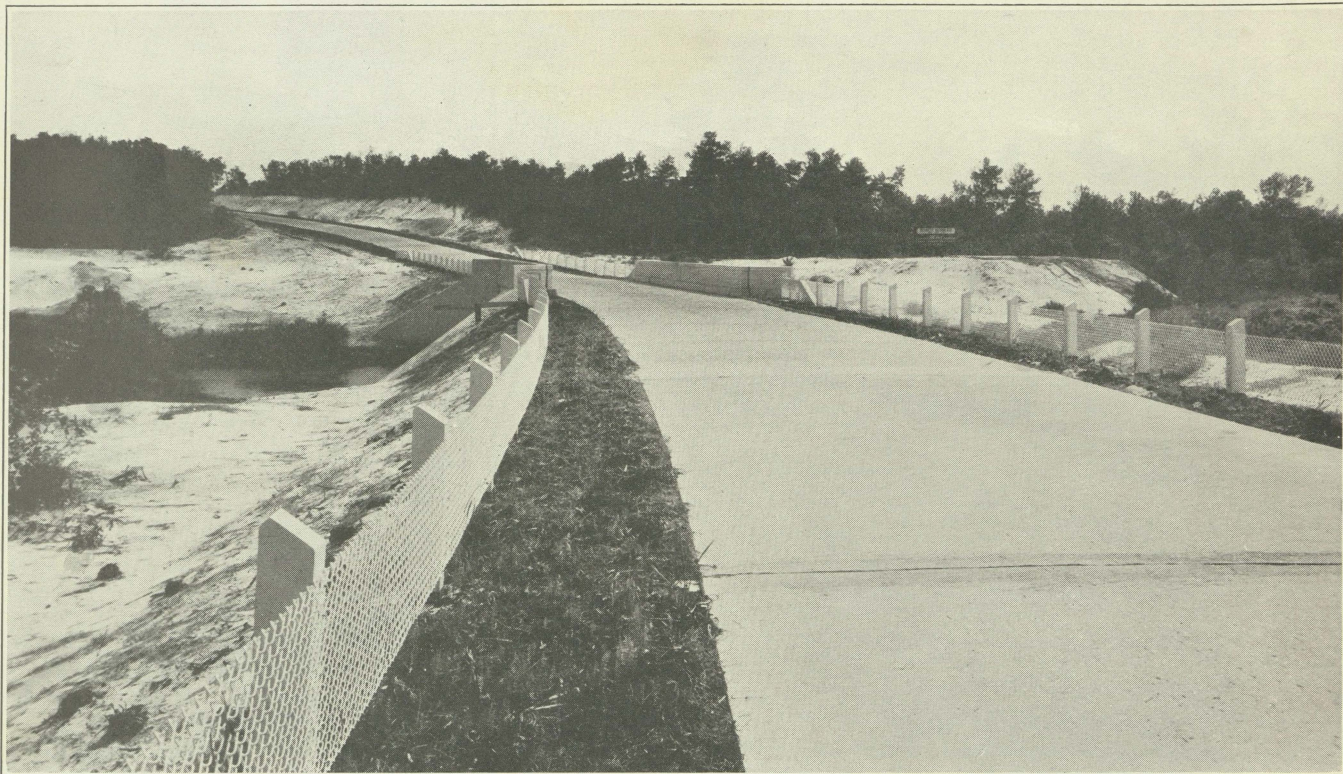
The State Road Department confesses to what we
believe to be a pardonable pride in the showing which
is here made. The completion of our system of main
highways is progressing by leaps and bounds and is
continuing unabated. But we have no disposition to
overlook the magnificent assistance which has been
afforded the Department by the counties of Florida.
In many, many instances which are recorded above
very material assistance has been given to the Depart-
ment by the counties traversed by the roads in ques-
tion, and we take this method of expressing to these
counties our sincere gratitude for their hearty, cordial
and material aid. In fact, we have been accorded the
uniform co-operation of the counties in our efforts to
advance the cause of good roads in Florida, and no
small part of the credit is due to the far-seeing policy
and generous co-operation of Florida's counties.



Project 47, Road 4, St. Johns County, Concrete Pavement at Durbin Creek, North of St. Augustine.



Project 663, Road 5, Citrus County.



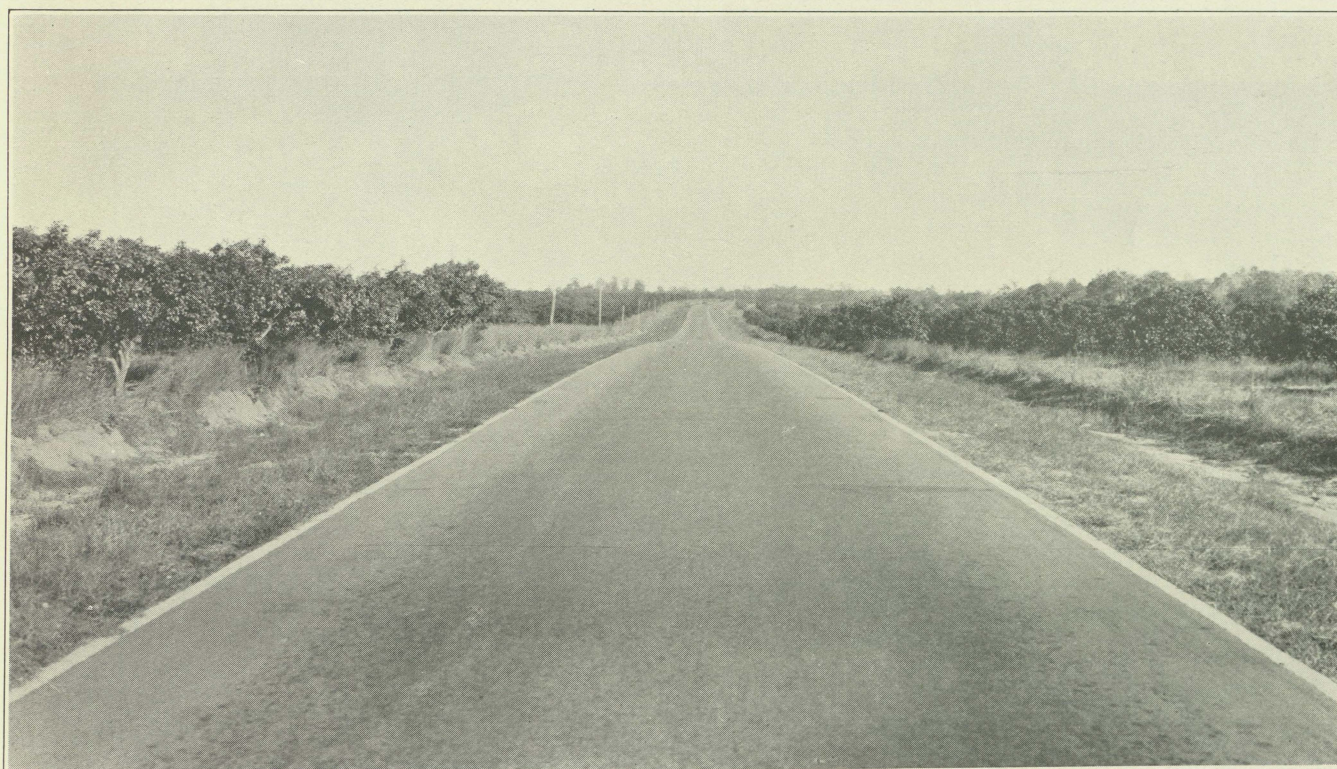
Project 692, Road 4, St. Lucie County, North of Fort Pierce.



Project 543, Road No. 3, Completed Bituminous Macadam Paving, Seminole County.



Project 669-V, Road 27, Tamiami Trail.



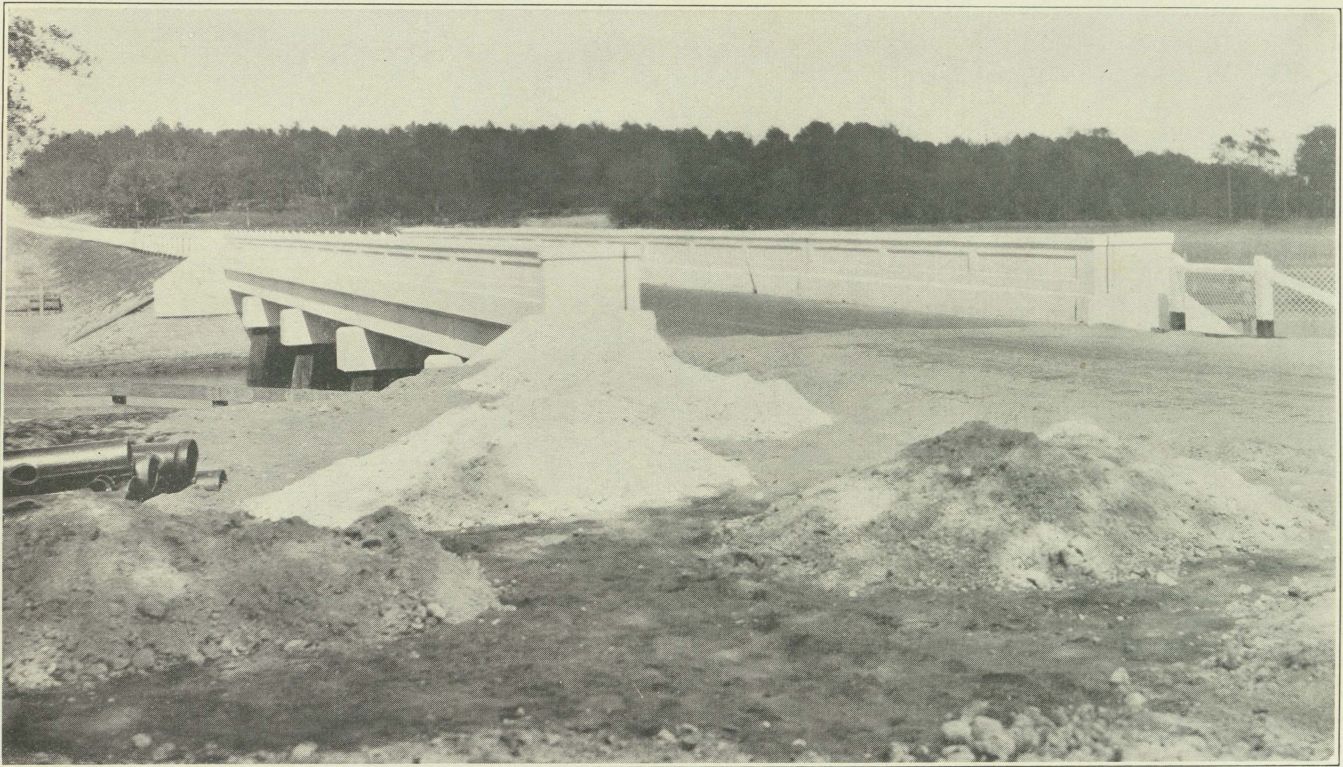
Sheet Asphalt and Curb between Leesburg and Tavares, Road 2.



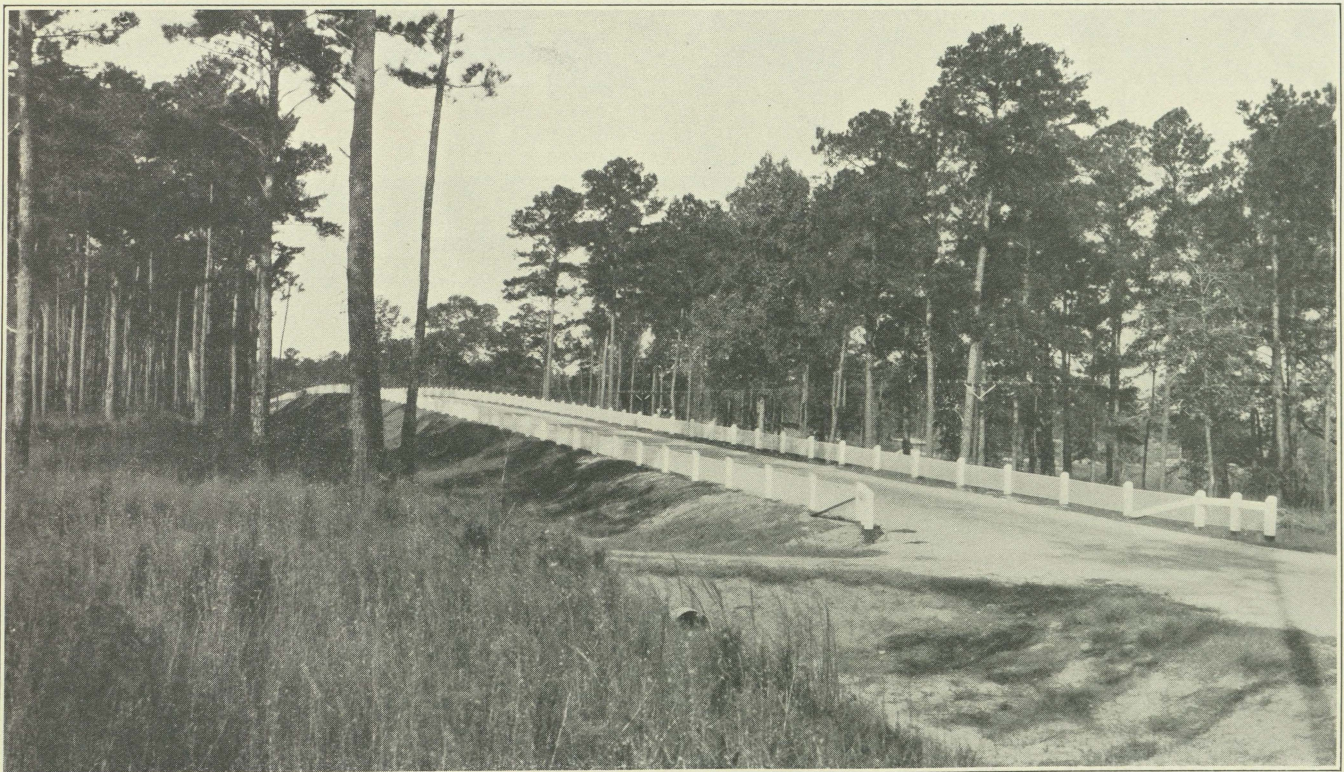
Rock Base East of Port St. Joe, Road 10.



Project 669-B, Road 27, Tamiami Trail, Dade County.



Project 48-B, Road 4, Moultrie Creek Bridge, St. Johns County.



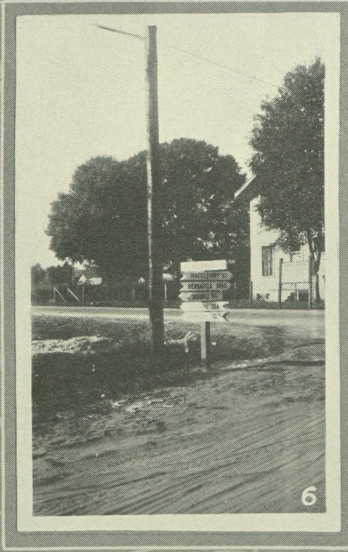
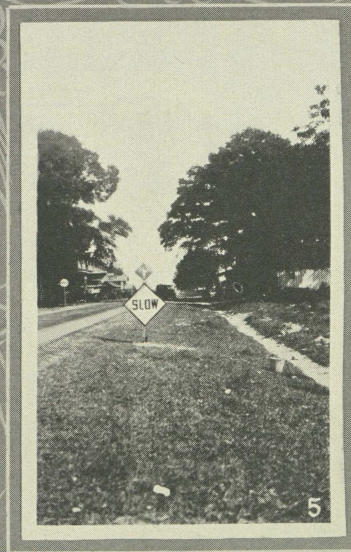
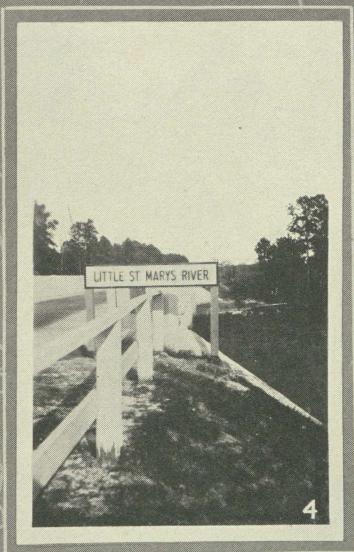
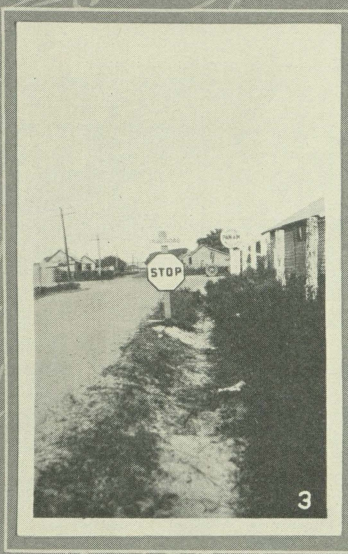
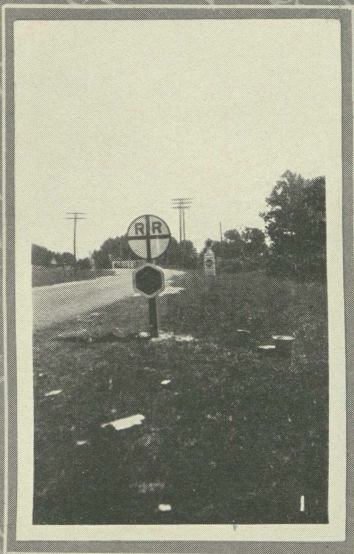
Project 54-A, Road 1, Overhead Crossing near Wadesboro.



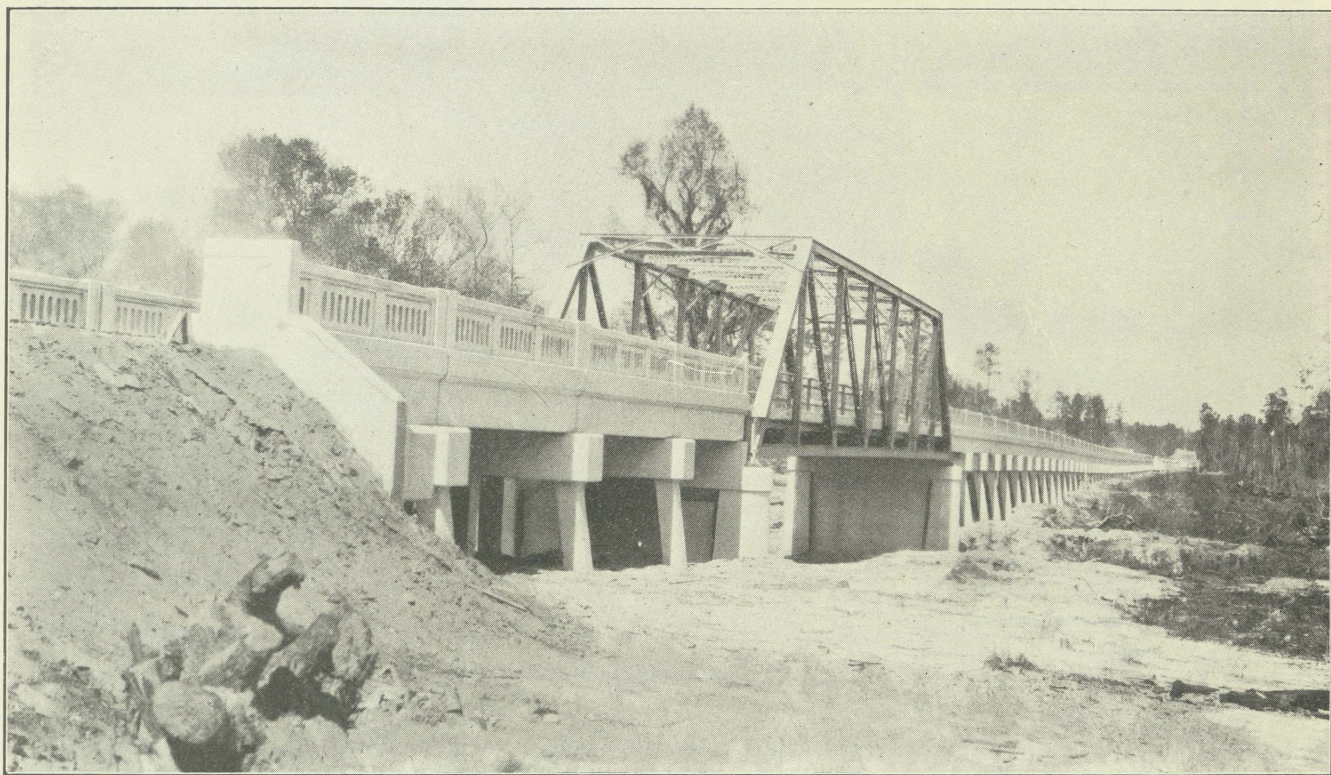
Project 694, Road 4, Martin County, Entering Stuart from the North.



Project 641, Road 4, Palm Beach County.



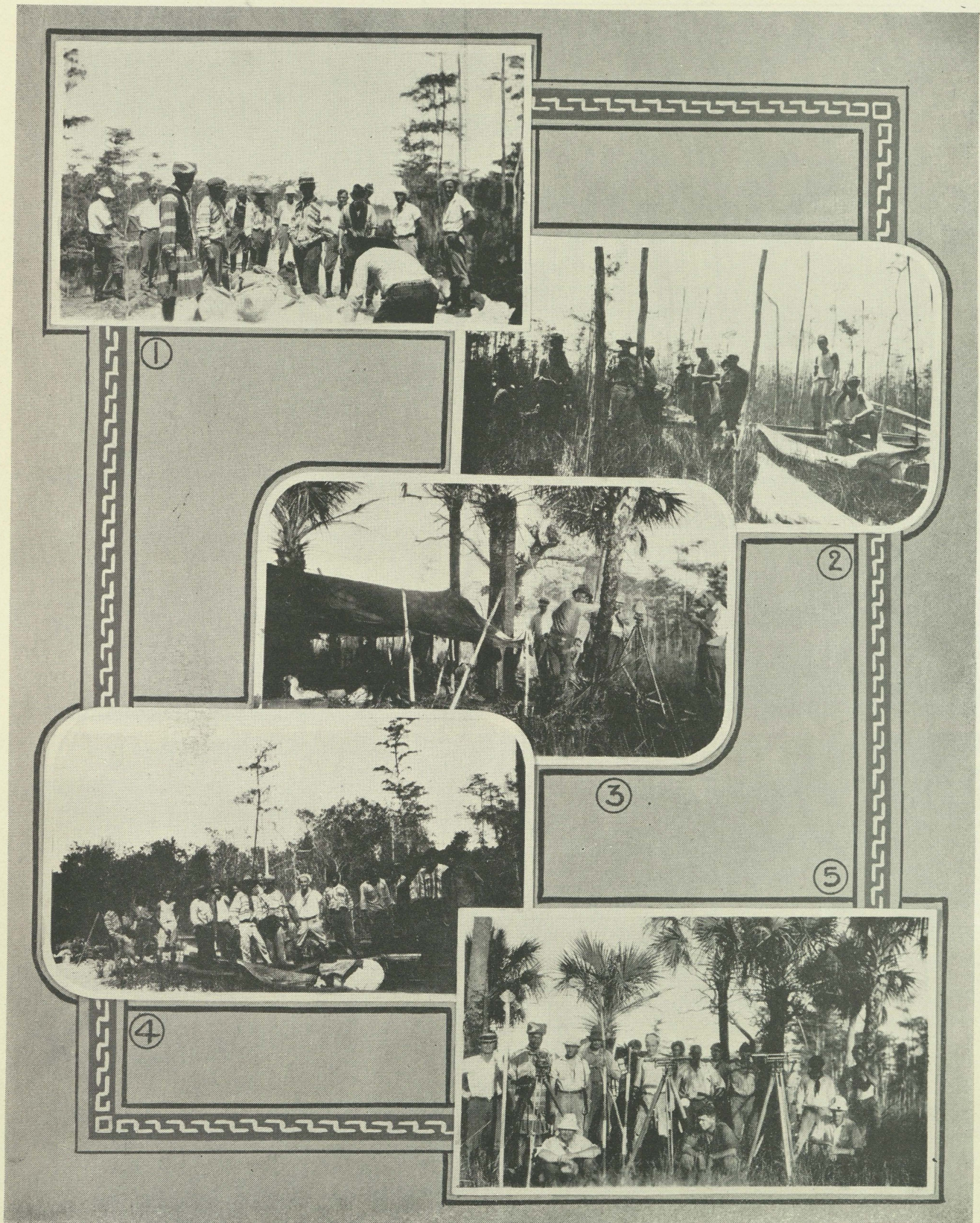
Standard Signs in use on the Highways of Florida.



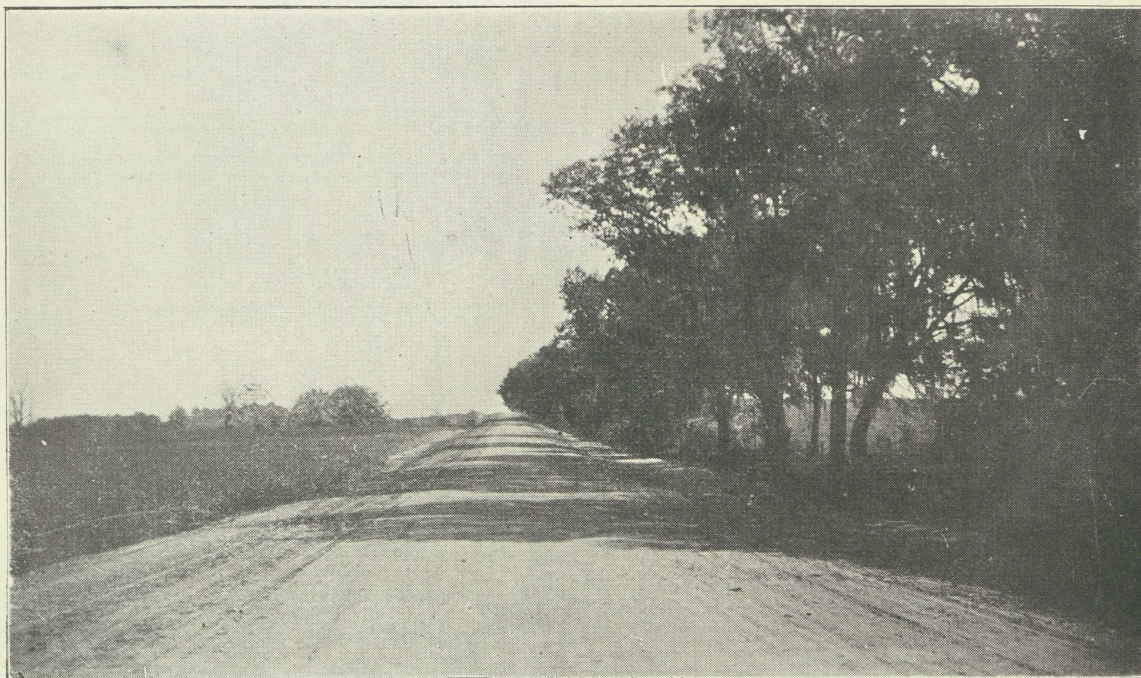
Project 672-B, Road 1, Ocklocknee River.



Project 672-B, Road 1, Ocklocknee River (looking East).



Scenes on Location of Tamiami Trail in Everglades. Note picturesque costumes of Seminole Indians.



Road 1, Gadsden County.



Road 4, St. Lucie County.



Project 660, Road 3, Clay County.



Project 53, Road 2, Lake County.



Project 628, Road 3, Volusia County.



Road 1, Jackson County.



Project 613, Road 5, Sarasota County.

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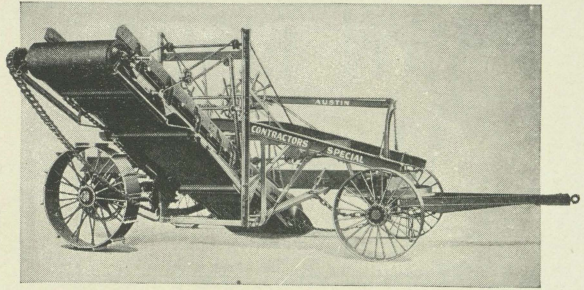
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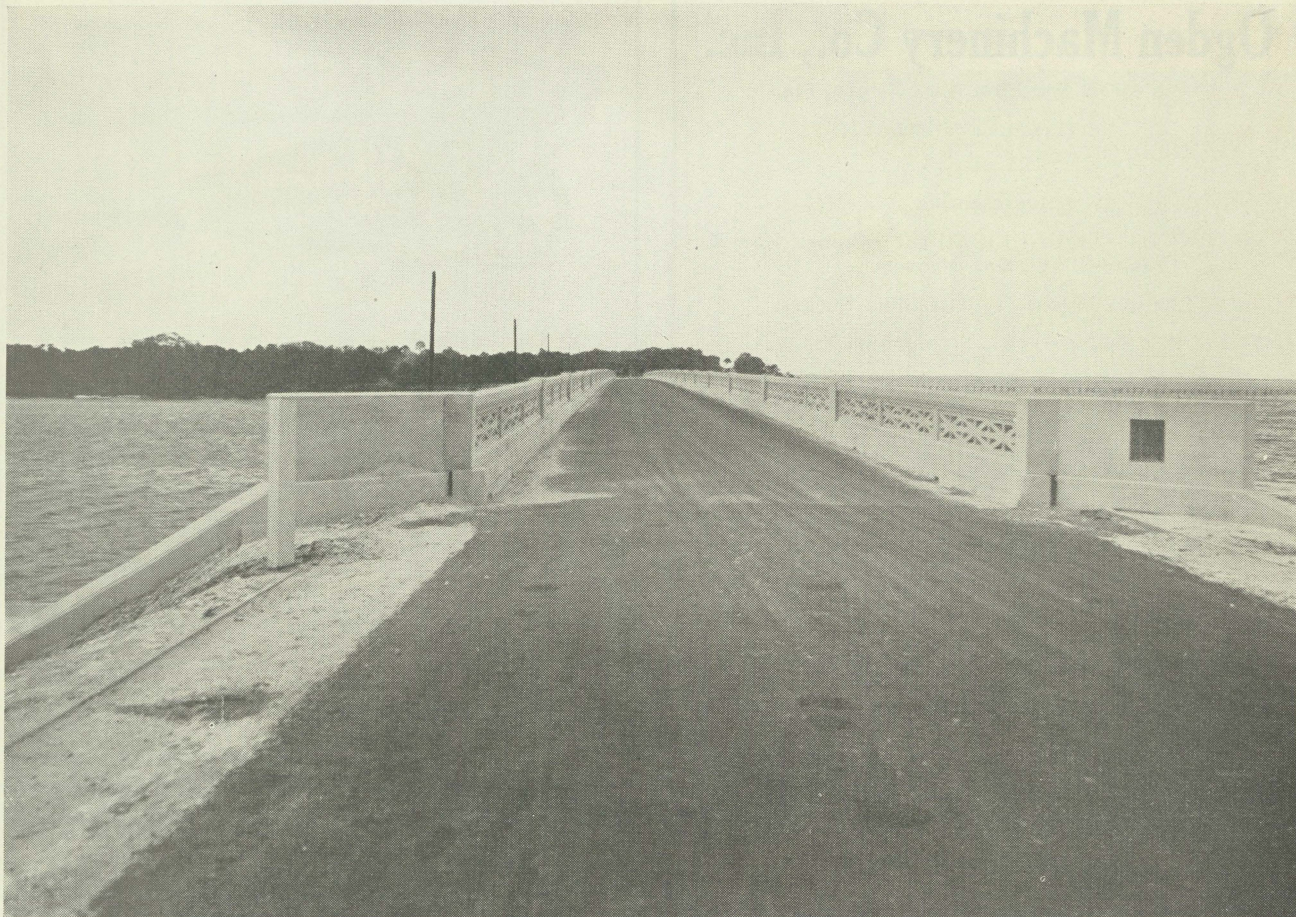
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Project 39, Road 4, Sebastian River.



Project 646, Road 10, Franklin County.

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Touchdown

Jones tucked the football under his arm with a grim determination in his eye. In a scant ten yards he would be across the line to safety. He twisted and dodged. Men laughed at him, but he kept on.

He was just thinking, "I have made it," when the ball slipped from his grasp. The whistle blew.

Jones stopped, sighed, set down his kiddy-car, adjusted his parcels, cursed Santa Claus, picked up the football; the whistle blew again and traffic was once more against him.—Honolulu Star-Bulletin.

Southern Clay Manufacturing Company

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Tenn.

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Project 504, Road 1, Columbia County.



Project 672, Road 1, Leon County, Causeway across Lake Jackson.



Armco Corrugated Culverts at the Venice (Florida) Golf Course.

Florida Relies on



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Jacksonville, Florida

FOWLER & BANKO INC.
GENERAL CONTRACTORS
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Nov. 17th, 1927.

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In conclusion, we wish to thank you, for your prompt and courteous manner, in which you have handled all of our orders.

Very truly yours,
FOWLER & BANKO, INC.,
By: *R.W. Banko*

B/h-
P.S.

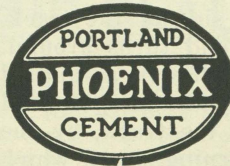
The Division Engineer, Mr. R. J. Cassie and Project Engineer, Mr. T. B. Masie, are very highly pleased with the finish obtained on this road, which we attribute to PHOENIX PORTLAND CEMENT.

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Early
Strength*
CEMENT

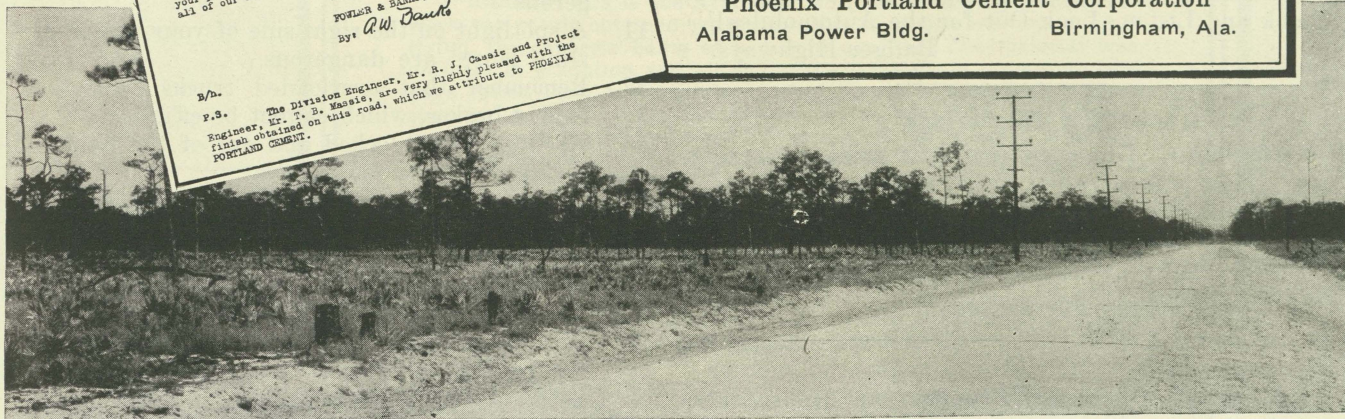
Surface finish! Speed!
both on this Florida job

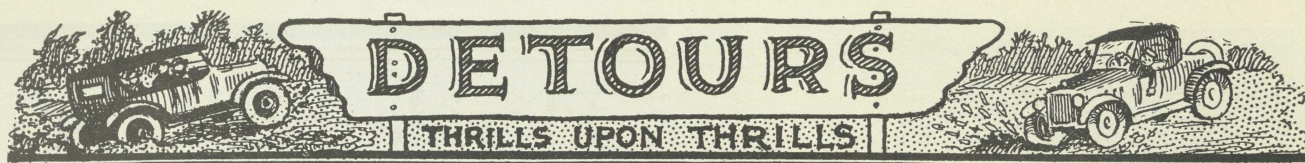
The accompanying letter from Fowler & Banko (Ft. Pierce), is typical of the results that contractors are getting with Phoenix "High Early Strength" Cement on their big road jobs.

"As near a perfect finish as can be obtained," they say. Incidentally this 8.7 mile concrete highway was laid in exactly 42 working days. Specify Phoenix on your next big job. Cost? No more than other Portland Cement.



Phoenix Portland Cement Corporation
Alabama Power Bldg. Birmingham, Ala.





STEP ON IT!

(An English auto racer in a specially designed sun-beam has recently hung up a world's record of 207 miles an hour. It took him four miles to stop his car. At the present rate of progress, may we hope for something like the following in 1975?):

"Mother, George and I are going out to a dance."

"All right, dear. Don't be late, will you?"

"No, Mother. The party's in San Francisco. We'll be back early."

(The Modern Girl of 1975 kisses her mother good-night and steps into her boy friend's 1200 horsepower runabout. He puts the car in low, and they thread through the traffic of lower New York at 40 miles an hour. Once in the country, George shifts to second speed and they ramble along at a comfortable 138 per.)

"Hadn't we better slow up, George? That sign back there said 'Danger: Sharp Curve five miles ahead.'"

"That's all right, Joan. We have eight-wheel brakes. Well, here we are in Chicago!"

(He quickly adjusts the armor plate about his car, and they dash through the great city at 200 miles an hour, Joan manipulating the machine gun to ward off possible attacks.)

"Someone's trying to pass, George. He's been following us all through Iowa."

"Trying to pass, huh? Just let's see him do it!"

(With a whirl of gears, George shifts into fifth speed and shoots ahead like a comet. The other car follows suit. Milestones whiz past in a confused blur as the Juggernauts skin over the countryside, wheels scarcely touching the road.)

"George! Look out! Here's a railroad crossing."

"Good gosh! The fool engineer! He's trying to beat me across."

(George jams on his brakes, but it is too late. There is a terrific smash. On the far side of the track, George finally comes to a stop and turns around. The wrecked Pacific Coast Flyer lies in a tangled mass across the rails, cars telescoped and splintered by the frightful impact. Beside the track, by the grim irony of fate, stands the warning signal which would have prevented this terrible accident: "Stop, Look and Listen; Look Out for the Automobiles!")

—Badger Highways.

Car Camouflage

Husband—"You ought to have more sense than to order a new car when you know how I am fixed."

Wife—"Why, John, do you think I want everybody to know how you're fixed?"

Not Necessary

Surgeon (to attendant): "Go and get name of the accident victim so that we can inform his mother."

Attendant (three minutes later): "He says his mother knows his name."

RANDOM SHOTS

I shot an arrow into the air,
It fell in the distance, I know not where,
Till a neighbor said that it killed his calf,
And I had to pay him six and a half (\$6.50.)

I bought some poison to slay some rats,
And a neighbor swore that it killed his cats;
And rather than argue across the fence,
I paid four dollars and fifty cents (\$4.50.)

One night I set sailing a toy balloon,
And hoped it would soar till it reached the moon,
But the candle fell out on a farmer's straw,
And he said I must settle or go to law.

And that is the way with the random shot;
It never hits in the proper spot;
And the joke you spring, that you think so smart,
May leave a wound in some fellow's heart.

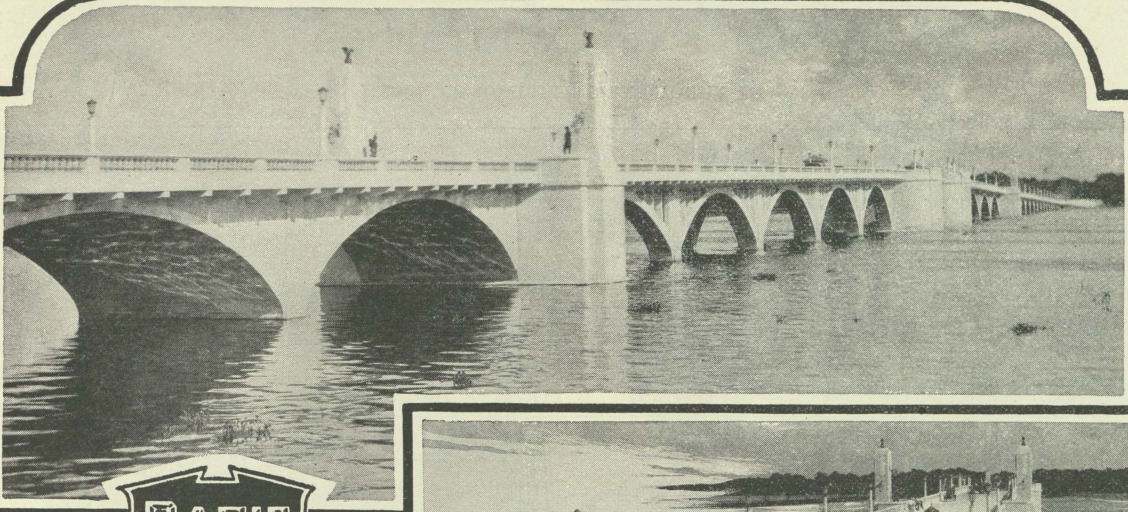
—Emporia Gazette.

SAFE DRIVING.

(From The Record of The Associated Oil Company)

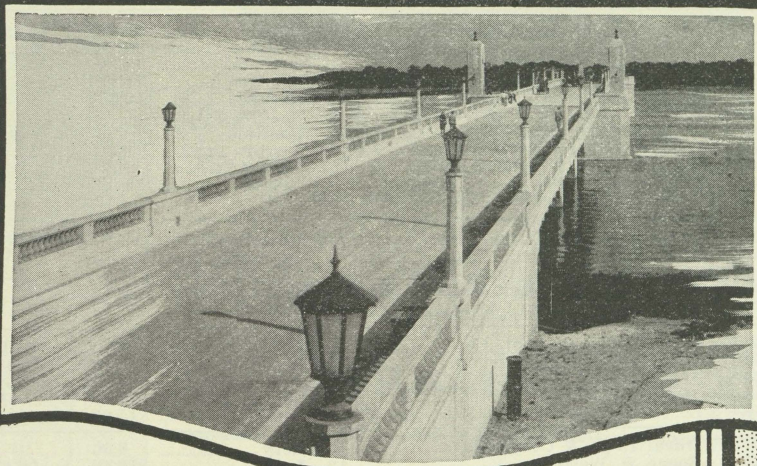
1. Learn your signals and make them carefully.
2. It is dangerous to take your rights; wait for the other fellow to give them to you.
3. There is danger in speeding up when a car passes you from behind. Moreover, it's forbidden by law in many States.
4. Get your car entirely off the road, if possible, when stopping.
5. Consider as a possible death trap every overloaded, slowly moving truck that takes the middle of the road, instead of one side.
6. Consider as a possible death trap every roadside refreshment stand or filling station where cars stop in the road.
7. Worn tires, especially on the front wheels, are exceedingly dangerous to yourself and others.
8. Your brakes are not safe unless they will hold your car on any hill your car can climb.
9. Know how to brake your car on the engine when going up and down steep hills.
10. Too much play in your steering wheel is dangerous.
11. A spotlight on the right side of your car or dazzling lenses are dangerous.
12. Remember that overloaded trucks have overloaded brakes, which cannot be efficient.
13. Keep your car locked and out of the hands of joy-riders.
14. Remember that selfishness and greed in a competent driver may be even more dangerous than the inexperience of incompetent drivers.
15. Follow the rule that it is not speed so much as recklessness that causes accidents.
16. Remember that many grade crossing accidents are caused by drivers who, in excitement of peril, stall their engines.

—The Highway Magazine.



**BASIC
SLAG**

*For better
Concrete*



Slag Concrete (21,000 cu. yds.) in the South's finest bridge

"In completing the \$1,250,000 Putnam County Memorial Bridge at Palatka we believe you have built the finest bridge in the South, in which belief we are joined by eminent engineers, contractors and U. S. Government Officials." This voluntary statement from the Bond Trustees to the Stein Construction Co. (Milwaukee) emphasizes again the confidence big builders have in

**"ENSLEY" & "ALA CITY"
BASIC SLAG
CRUSHED & SCREENED**

to produce high strength, waterproof concrete. This great structure (2600 ft. in length,) designed by Daniel B. Luten of Indianapolis, provides a 5-ft. sidewalk and 30-ft. roadway over the St. Johns River. Ten of the thirty spans are 85 ft. long, open spandrel types—and its double leaf bascule has a clear opening of 106 ft. between the piers.

"Although this is the first time we have used slag in concrete work the result obtained with your No. 34 slag were highly gratifying, the concrete being of excellent quality. The material was uniform in gradation and all shipments were made promptly. We have found from our experience that slag has made concrete of superior quality to that of gravel which has been encountered in some sections of the country," writes W. C. Buetow, chief engineer of construction for the Stein Constr. Co. (11/28/27.)

BIRMINGHAM SLAG CO.

Slag Headquarters for the South.

ATLANTA BIRMINGHAM JACKSONVILLE
THOMASVILLE MONTGOMERY OCALA FLA

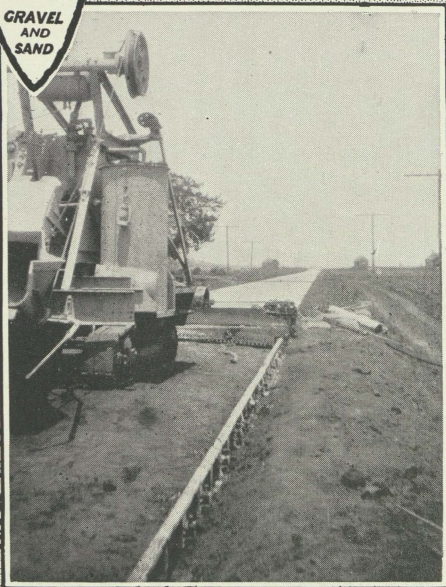
Status of Construction

THROUGH NOVEMBER 30TH, 1927.

Proj. No.	Contractor.	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete
6	Higgison Const. Co.	1	Madison	5.45	5.29	5.02			Graded	96.00
49	Cone Bros. Const. Co.	4	Flagler	13.82			13.82	0.00	S.T.R.B.	80.00
50-A	L. M. Gray	14	Putnam	6.18			5.32	0.00	S.T.R.B.	80.00
50-B	L. M. Gray	14	Putnam	9.78			9.78	9.78	S.T.R.B.	100.00
50-C	N. C. Cash	14	Putnam	10.03			9.50	0.00	S.T.R.B.	70.00
52	W. J. Bryson Paving Co.	1	Escambia	10.09	10.09	8.47			Graded	80.00
54	Noonan-Lawrence	1	Leon	13.00				13.00	Concr't	100.00
55	W. J. Bryson Paving Co.	14	Alachua	16.77	14.25	6.71			Graded	56.00
502	State Convict Forces	10	Gulf	6.94			6.94	6.94	S.T.R.B.	100.00
518	Barnes Construction Co.	5-A	Lafayette	17.75	15.97	6.03			Graded	35.00
535	L. B. McLeod Const. Co.	5-A	Lafayette	13.20	9.90	3.83			Graded	29.00
543	M. C. Winterburn, Inc.	3	Seminole	14.20			14.20	11.36	Bit. Mac.	90.00
614	West Construction Co.	5	Sarasota	17.34			17.34	16.82	Bit. Mac.	98.00
615	E. F. Powers Const. Co.	5	Sarasota	11.92	4.65	.24			Graded	8.00
619	C. R. Scott	5	Alachua	9.28			9.28	9.28	S.T.R.B.	100.00
624	L. B. McLeod Const. Co.	50	Hamilton	6.23	5.61	2.18			Graded	31.34
640-A	West Construction Co.	4	Martin	9.00			.59	0.00	S. Asph.	2.40
640-B	West Construction Co.	4	Martin	11.80			0.00	0.00	S. Asph.	0.00
645	State Convict Forces	10	Wakulla	18.50			11.00	6.00	S.T.R.B.	70.00
651	State Convict Forces	10	Guif	14.72			9.85	0.00	S.T.R.B.	53.00
653	H. D. Spangler	4	Broward	13.46	13.46	12.92			Graded	96.50
654	S. P. Snyder & Son	4	Broward	6.30	1.57	.31			Bit. Mac.	2.10
659	M. C. Winterburn, Inc.	3	Clay	13.27	13.27	13.27			Graded	100.00
659	Duval Engr. & Contr. Co.	3	Clay	3.17			3.17	.76	S.T.R.B.	85.00
668	C. A. Steed & Sons Co.	4	Brevard	13.45		13.45	13.45	13.45	S.T.R.B.	98.00
669-C	R. C. Huffman Const. Co.	27	Dade	12.00	12.00	11.40			Graded	95.00
669-D	R. C. Huffman Const. Co.	27	Dade	12.30	12.18	6.77			Graded	60.00
669-W	State Convict Forces	27	Collier	15.40	15.40	15.40	15.40	11.70	S.T.R.B.	95.00
669-XZ	H. E. Wolfe Const. Co.	27	Collier	15.88	0.00	0.00	0.00	0.00	S.T.R.B.	0.00
676-C	H. L. Clark & Sons Co., Inc.	19	Levy	15.02			15.02	15.02	S.T.R.B.	100.00
677-A	Duval Engr. & Contr. Co.	13	Levy	6.96			6.96	5.97	S.T.R.B.	95.00
677-C	Boone & Wester	13	Levy	10.16	10.16	8.11			Graded	88.00
677-D	N. B. Burton	13	Levy	3.05	2.53	2.03			Graded	58.00
683-C	Lake Worth Const. Co.	4	Palm Beach	9.16	9.16	9.16			Graded	100.00
685	Deen, Yarborough & Ebersbach	10	Franklin	18.63	18.27	12.92			Graded	81.35
687-A	Manley Const. Co.	2	Lake	15.00			15.00	14.55	S. Asph.	97.50
687-B	B. Booth & Co.	2	Lake	15.22	15.22	15.22			Graded	100.00
695	Samuel Vadner and Tampa Sand & Shell Co.	2	Lake	10.54	10.54	9.48			Graded	95.00
698	Curtis & Gubbins	19	Leon	12.43	12.43	12.43			Graded	100.00
706-A	Franklin Const. Co.	28	Putnam	11.85	10.07	7.93			Graded	76.00
706-B	Curry & Turner	28	Putnam	14.91	9.69	2.23			Graded	20.00
708	Hardee-Fisher Co., Inc.	11	Jefferson	7.98	5.50	2.55			Graded	33.00
713	C. A. Henderson	28	Columbia	10.00	10.00	10.00			Graded	100.00
714	W. J. Bryson Paving Co.	28	Union	10.20	6.64	4.29			Graded	62.70
715	Sellers Const. Co.	28	Union	3.70	3.47	1.85			Graded	56.50
716	F. X. Bradley & Co.	28	Bradford	11.13	9.53	8.41			Graded	80.00
717	F. X. Bradley & Co.	28	Bradford	10.94	10.47	6.61			Graded	71.00
719	C. G. Kershaw Contr. Co.	5-A	Suwannee	8.57	8.57	7.71			Graded	92.30
720	Hardee-Fisher Co., Inc.	11	Jefferson	9.64	7.71	.67			Graded	16.00
722	R. J. Carroll	48	Jefferson	8.83	0.00	0.00			Graded	0.00
723	L. B. McLeod Const. Co.	66	Leon	11.76	3.06	3.06			Graded	21.00
726	State Convict Forces	19	Dixie	12.57	0.00	0.00			Graded	0.00
728	State Convict Forces	10	Leon	11.65	9.78	4.66			Graded	43.70
740	State Convict Forces	19	Gulf	9.63	9.63	8.85			Graded	59.70
742	Little & Lee	13	Alachua	7.65	7.19	4.97			Graded	67.00
743	State Convict Forces	10	Bay	18.25	14.60	13.50			Graded	54.10
744	State Convict Forces	19	Madison				Not reported.		Graded	
745	Convicts and Taylor County	19	Taylor	15.95	6.38	4.78			Graded	23.00
747	Finlayson & Morris	35	Jefferson	6.50	6.18	6.18			Graded	9.31
748	State Convict Forces	35	Madison				Not reported.		Graded	
763	A. E. Campbell	50	Suwannee	12.23	7.89	4.20			Graded	40.90
764	F. W. Simpson	50	Suwannee	12.50	10.56	7.92			Graded	67.64
765	F. W. Simpson	50	Suwannee	7.00	5.59	4.33			Graded	63.01
770	State Convict Forces	22	Broward	9.00			Not reported.			
786	State Convict Forces	52	Jackson	6.76	5.74	5.74			Graded	69.35
Total complete November 30, 1927					2336.21	2236.22	1085.44	1703.42		
Completed Month of November					35.89	44.99	16.98	18.21		
Total complete October 31, 1927					2300.32	2191.23	1068.46	1685.21		

TOTAL MILEAGE COMPLETE

	Concrete	Brick	B. C.	S. A.	B. M.	Asph. Block	S.T.R.B.	S. C.	Marl	Total
Complete to October 30, 1927	243.06	17.13	33.22	91.37	99.99	23.20	803.50	399.91	27.58	1738.96
Completed Month of November	.13		3.29	.65	1.76		15.49			21.32
Complete to November 30, 1927	243.19	17.13	36.51	92.02	101.75	23.20	818.99	399.91	27.58	1760.28



Insure Progress —and Profits

PROGRESS means more than completing the big job on time. It writes the final record either in black figures or in red.

Insure your profits on that next big job with

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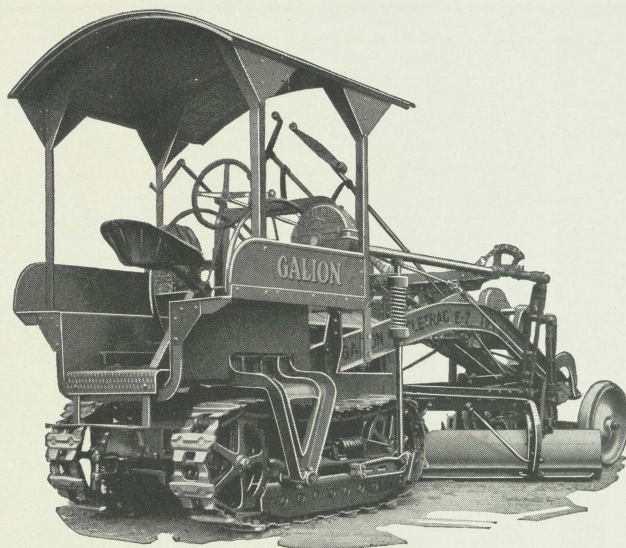
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Information and Quotations Cheerfully Given.
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Which shall it be?

A few miles at \$30,000. per mile

Or five times as much at \$6,000.-

G. F. Schlesinger, Director of Highways and Public Works for Ohio, declared that the improvement, with low-cost construction, of 1700 miles of old roads that had been impassable for much of the year, was "by far, the most outstanding highway accomplishment in Ohio for 1926. No other work ever done since the State Highway Department was organized has met with such popular approval."

"STAGE construction" is today the foremost subject in the highway field . . . that is, starting the improvement of a road with low-cost construction and, later, as traffic increases, using this road as a base for higher developments, if, as and when the expense is justified.

With Tarmac and locally-available materials (stone, gravel, slag, top-soil, etc.) you can transform by surface treatment or

mixed-in-place methods, muddy or dusty, rough road surfaces into high-speed, year-round highways at an average cost of \$6,000 a mile. This includes everything, except extensive grading or drainage structures.

If the traffic grows heavier, this road will serve as a foundation for any type of top.

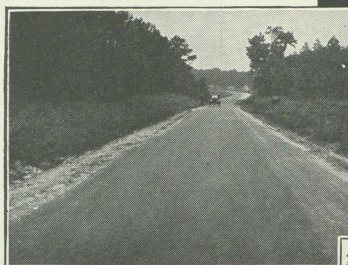
Tarmac is a scientifically-prepared coal tar. Makes skid-proof, dustless roads. Low cost; low maintenance.

NOTE: Tarmac is not limited for use in low-cost construction but is widely used for higher type roads where traffic justifies the greater expenditure.

American Tar Products Company
Pittsburgh, Pa.

Plants

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Milwaukee	Follansbee, W. Va.
Youngstown, O.	Birmingham, Ala.
Utica, N. Y.	Rockton, Ill.
Providence, R. I.	Jersey City (now building)



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Tarmac

MAKES GOOD ROADS

An example of low-cost construction with Tarmac, typical of work being done in many states. This is Virginia State Road No. 10 near Petersburg.